



Vintage Mann News

The Official Journal of the IoM Section VMCC

VMN 23

Summer 2024



JOLLY BOYS ISSUE

Eleven of us enjoyed another eventful week of sun, rain (only a little bit) and lots of riding and good company in the Lake District.



From the Editors 'Ed

Lots of riding activity, especially popular seem to be the impromptu ones suggested from time to time by the Chairman, usually at short notice on the club's website or Facebook pages, either up to the café at Ramsey baths or down to the Sound. This has caused some resentment from those not geared up to these communication systems, so what do you feel would suit you best? E-mail gets slated as some members seem to not always get them, and telephoning 300+ members is not going to happen. Hopefully our newly rejigged website will suit all in times to come, in the meantime why not give it a try it on VMCCIOM ? It really works though it may take some time yet to find your way round, these sites sometimes feel like a 'one-size-fits-all' especially when all you are looking for is one little item.



Also being discussed is the club's meeting place – the Vagabonds RUFC clubhouse. There was an issue of no heating on 2 winter occasions, while hire cost has recently become a real issue. Hopefully we shall have an announcement by the time you read this (- Gary?).

But being purely editorial, how lucky am I to have members interested enough in our super club to consider putting a few words together from time to time?

Especial thanks to David Wright, JD, and Vic for his famous pics.

I make no apology for picking up a few pics and comments from the Facebook page for the benefit of those not conversant with this. However you will notice that my editorial direction is shifting slightly away from strictly IOM-based news and towards IOM based articles. Please could I invite members to submit their thoughts or musings/observations/queries, not worrying about spellings/layout/or apostrophes, and photos which we an often tidy up for publication.

We receive newsletters from several other clubs in UK/USA/Australia and I shall include appropriate snippets from time to time.

But please note that my brief from the committee is to help you keep abreast of MANX issues and I shall ignore items from/about elsewhere unless of particular interest to us here on our very own rock.

Cheers, Steve (Editor – leonards813@gmail.com)

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END

Chairman's Chat - August 2024

Where do I begin? Well, let's start with the future and breaking news! September will see our club nights move from the Vagas to the Creg! The upstairs function room should serve us well – a capacity of 100 would be a crush but it will comfortably handle 60 with plenty of tables and seating. It all seems to make sense as our monthly overheads will plummet from around £150 to £35 with the possibility of a reduction if we are all happy with the arrangement. Acoustics and heating will be much improved over the Vagas and the general feeling suggests we are going to enjoy more of a club atmosphere in what is after all one of the most iconic TT course landmarks.



Looking back to June, John Holt, John Kneale, Graham Wilcock, myself and the ladies headed to France to take part in two events in the Loire valley – Chinon and Bressuire where it appears no one has yet heard of that dreaded expression “health and safety”! These events are gaining in popularity and are deemed by the organisers to be demonstrations by vintage and classic cars and motorcycles. For the bikes a notional speed limit of around 50 kph is supposed to be adhered to but in reality the runs immediately degenerated into a manic free for all as riders blast around the narrow streets surrounding the town square. It was all about trying to avoid the concrete barriers and flying trackside furniture. Oh yes, there were a few sidecars thrown in including one driven by a crazy twerp with three kids on board performing two wheel stunts. John Holt loved it but I simply didn't get it – not even managing to get out of second gear – it's not for me! Having said that, the welcome we received was simply amazing and we were treated as visiting Manx dignitaries and Graham Wilcock rounded off proceedings by claiming the ugliest trophy in the world for best bike at Bressuire (he was riding Ann's dad's 1934 Inter Norton). A great time was had by all and we did our very best to promote the Isle of Man. Well done John Holt for organising our entries and all the associated travel paperwork relating to taking bikes abroad. We all sailed with Brittany Ferries to different French ports at different times but none of us encountered any problems with French customs – we were just waved through.

Moving on, we have just witnessed the craziest MGP in living memory. So much of this once great event is WRONG and it has simply not recovered from its pre covid popularity and butchered format. I hated it to such a degree that I'm thinking of riding abroad next year. It's just so painful to see an event that has played such a massive positive part in my motorcycling life degenerate into a mess. You can blame the weather, but to witness a one lap Senior Classic race with only 17 finishers is a disgrace and speaks volumes for what's wrong. The only positive I can take from the

MGP is the unexpected success of our own Rally. One month before the rally was due to start, we only had around 20 entries and at that point the committee was resigned to writing off the event. However, I'm delighted to say there was ultimately an amazing turnround with 120 or so riders and pillions signing on. Thanks must go to Dennis Bunning for hosting a very soggy visit to his home and magnificent bike collection. Also, well done Carol Holt for all her efforts in manning (?) the tea urn and baking the cakes for Dennis's do. Thanks to my committee and Steve's wife Irene for all the help required to run an event that's spread over eight days. For some while I've been thinking this could well be our last Manx Rally but now I'm not so sure.....

Finally, I'm delighted to announce that Velo Club President Ivan Rhodes has agreed to come over early next spring to give us a talk at the Studio Theatre which will also feature rarely seen film of Stanley Woods racing in the late 30s. We might even make it a two-night affair as Ivan says classic racing supremo Bill Swallow is keen to join in the fun.

Bye for now.

Rupert

END



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What's been going on

It's been a while since our last mag, and although the year started off slowly we have since caught up with a bang. Lots of our events are now captured with immediacy on our Facebook page so I shall only try to bring out further detail or extra photos, whatever comes my way. [Gary Corlett](#) - Admin

What a great end to the Manx Rally, fantastic weather and a big thank you to the folks at [The Manx Aviation and Military Museum](#) for their hospitality this afternoon, what a fabulous place to visit! Thanks to everyone who's came over for our event, a great turnout from our local section too, see you next year?

[Gary Corlett](#)

02/09/2024 Dennis Bunning

Only a few hardy souls took bikes in the run today to Maughold, a big thank you to Dennis for hosting us at his lovely house & excellent bikes to view!

On 19 Jul 2024, at 20:13, Norman Cowin <normancowin@yahoo.com>

[FHO Racing](#)

We think that smile say's it all [ConorCummins.com](#)!

Conor enjoyed his first encounter with our [BMW Motorrad](#) M 1000 RR last week - their next outing together will be at the Armoy Road Races this weekend!

[Claire Meadows](#)

A happy racer is a fast racer, and Conor sure looks happy!

Best of luck Conor and Team FHO!

Enjoy Armoy!

Where Have We Been?

Still good numbers turning out for our monthly rides, the impromptu 11:00am rides, and Jolly Boys trip again over-subscribed. Clubnights are struggling a bit

[Norman Cowin](#)

Lots of people turned up at the show today rather a disappointing number of bikes on show but those that did were off a high standard. Glad I wasn't judging.

Stand set up for tomorrow's bike show at the mountain View centre Ramsey

Gary Corlett - Admin

Well done Norman

Gary Corlett, Rupert and Richard were also present

Mike Kerruish

The trials rider in the picture looks very professional

Andy Sykes

Mike Kerruish, just what I was thinking Mike

Gary Corlett - Admin · [28 April at 17:45](#) ·

63 signed on for this afternoons road run! Sunny but cool day, thanks to Alex Downie for organising. Also a big thanks to Peel Bowling Green Cafe for the scones & tea!

Tracie Ward

Well done everybody, looks like you had good weather. Wish I was there x

Some good runs out, anyone else want to join in?

28 April 2024 Grandstand to Peel







Vintage Motor Cycle Club - Isle of Man Section.

Jan Busby

So miss these summer runs...

John Holt

Hear no..., see no..., speak no.... The three wise.....?

Interesting chat with this gentleman at the show. He was taking quite an interest in my Royal Enfield outfit turns out he used to come to the TT in the 1980s in this outfit with his father driving brought back lots of memories to see it still on the road.

END

JD is a Distinguished Gentleman!



On the 21st of May 2023 the Isle of Man's turn to run the Distinguished gentleman's charity ride in Aid of prostate cancer awareness . I had never taken part before a fee was paid to join and a donation, looking at the website dress accordingly[creative and smart] .a lot of Hinckley triumphs, riders wear on the website, so I thought it would be right to go on my 1960 sports Tiger cub ie fly the triumph flag. We gathered at Peter Murray's museum carpark for 10am The Isle of Man Lieutenant Governor Sr John Lorimer joined the gathering bikes were still rolling in at 1045, ride starting at 11 after a briefing from the organizer Karl. About 60 bikes setting off to Ballasalla at a very sedate pace out to x4 ways then making our way to St Johns for a short stop to regroup. His excellency was still with us at St Johns he was taking photos and chatting with fellow riders , we then joined the TT course at Ballacrane out to Milntown for tea and cake. Sir John had another appointment to keep after 12noon so he was not able to finish up at the end of the ride at Milntown. The Isle of Man bike ride raised £6000. A big thank you to the Moddey Dhoo club for marshalling the event, riding ahead and controlling traffic at junctions to keep everything flowing. Great sunny day no crashes no-one fell off or got lost.

Cheers JD. photo Karl giving the briefing .

END





Vic's Pics

Test Day

So lucky with the weather
- jolly good day out!

Ed Poole

Dave Quaggin

Phil Crockford

Andy Sweetman



Francis Lobb



George Cowie

Alan
&
Helen
Warner



Dave Harvey



Under the Boss's orders



Left - Dave Redmayne

Right - Keith McKay

END

JOLLY BOYS TOUR DE GRAND LAKES 15-19 July 2024

How did it all start?

My earliest recollections go back to about 20 years ago when I heard the club was undertaking a ride in the UK over several days and nights. Routes were mentioned as being 'from the Austin7 club' or similar, and I think Job and Harry were involved. I heard little more about it (and was certainly not invited!)



Then one year I managed to make the cut and we stayed for several years at Knotts Landing alongside Ullswater.



In later years (2007 on) we stayed again at Knotts Landing and entered and joined in the Lakeland section's Lakeland Rallies. Bill Bewley showed us some special routes, which we still use (thanks Bill). He also invited us to his home and took us on a ferry ride and offered reduced entry to the Lakeland Motor Museum with which he was connected.

Other Years

A friend of mine owns an interesting B&B in Scarborough

(Cloughton Railway Station) and that was to be our base for 2 years, running round Oliver's Mount and all the more famous high spots including the North Yorkshire Moors and Whitby. As we had Tony with us a visit to all the best fish 'n chip shops and the Bangers and Cash auction house in Kirkby Moorside were essential.



A couple of years followed utilising the Strathmore hotel in Morecambe – at the far northern end of the promenade near Bare, handy for 'clover leaf' runs to Lakeland/Yorks Dales/Trough of Bowland.

Up to date 2023/24 onwards



By popular demand, the same people who came last year (and probably for several years before) all sent in their names and monies without complaining – they knew when we were going (week after S100) plus one recent new member and his brother (who booked in themselves), so we were 11 in number.

Monday morning ferry to Heysham and ride up the A6 through South Lakes and over

Kirkstone Pass – inn unfortunately shut (looks part demolished?) to our pre-arranged coffee stop at Aira Force (Nat Trust) a really excellent parking and café.

Then up the hill to join the A66 going west for 15 miles to Keswick where the Derwentwater Hotel awaited.

Mileage 68 miles

No messing about checking in as the club had pre-paid over our monies (thanks John), of course I requested the best room but was beaten to it by Ian B and John W! So having an injured foot (*plantar fasciitis* – ‘*Veloman’s hoof*’) I was allocated the hotel’s only downstairs room – thanks!

Short stroll down to the Farmers Arms in the evening for a half of delightful ‘Wainwright Gold’ and excellent pub grub.



A regular feature of these events is evening spannering, for someone always has to change plug and points/adjust this or that in the pub carpark where half a dozen pairs of hands are ever eager to participate, helpful advice is of course freely offered, whether needed or not.

Tuesday we rode a great route, carefully researched, and weather held up really well, via Whinlatter Pass and Lowes Water to the lonely Wasdale



Head, a quick yomp across Ulpha Moor, and home via Coniston, a very crowded Ambleside and Grasmere **93 miles in all.** ...Evening pub grub again at the Farmers

Wednesday found us joining the VMCC Lakeland Section at the Filling Station café (see cover), not met them for a few years. Then off we went again following Ullswater to Pooley Bridge for lunch al fresco **Mileage 44**

In the evening we had a treat at the Farmers Arms for we had dropped in on a 'folk night', a collection of amateur musicians playing guitars/fiddles/harmonica etc who meet once a month and play whatever comes into their heads, joining in together, all are welcome to sing along – a real treat for an old folkie like myself.



Thursday's ride was 'a day at the seaside' in which we wended our way via Mungrisdale, Caldbeck, Aspatria, ending up for lunch at the Aquarium café Maryport, a Lakeland section recommendation.



We then had to find our way 'home' round the coast, through Cockermouth and onward via a host of delightful narrow tracks to Buttermere where we turned a sharp left up a track first shown to us by Bill Bewley in 2007, a pretty amazing climb to c1700 feet then falling dizzily back to Keswick.

Which is the amazing thing about Keswick of course – the mountains are right on the hotel doorstep.

Mileage 84 miles

Friday – Heading back to Heysham via Ambleside where a bit more spannering took place en-route, my bike fell over bending a footrest and breaking off the mirror, we then got split up so Martin and myself joined via the M6 and bombed down that for 20 miles at a lively 55/60mph (both on 350 Velos) to the Royal Hotel in Heysham village where we were met by the rest of the party and enjoyed snacks in their delightful sunny garden/carpark.

Mileage 64 miles



MSP relaxing after tiring duties as my kickstarter for most of the week

Total mileage for the week 353

Footnote - Many photos will have already appeared on the VMCC IOM Facebook pages. I have tried to include some of my own and others as well, thanks to all.

Special thanks to Eddie Stephenson of VMCC Lakeland for assistance with routes and coffee stops. As usual I have tried to resign my position as tour organiser, but we shall have to wait and see what 2025 brings.... *Cheers, Steve*

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VMCC Motorcycle Trials Section

Report on the VMCC Trial at Arrasey Plantation held on 21 April 2024

VMCC IOM Section Trial

Sunday 21st April VMCC Furnitureland of Ramsey Trial Report.

Arrasey Plantation was the venue for our April Trial. A fantastic entry of 41 riders set off to the challenges of four laps of the eight sections set out by the volunteers, who really deserve a huge thank you. We witnessed some excellent riding, with nothing to separate some riders, we had an equal first in one class.

It was good to see so many youngsters out enjoying riding, under the guidance of their parents and we had three sets of brothers riding; the Clague's, Kerruish's and Stevens.

Our thanks as always for the use of the forest, and to all that turned up to make the event a success.

Our next Trial is at the fantastic Bim's Field on Saturday 18th of May. We have struggled to find Observers at the last few trials, so please if anyone would like to learn how it all works, come along to our next trial and shadow one of our experienced and friendly team.

The results are as follows.

VMCC Members Route A:

1, Russell Millward (Honda TLR200) Eight; 2, Mark Kemp (Fantic 200) 12; 3, Barry Teare (Yamaha TY175) 20; 4, Neil Kerruish (Yamaha TY175) 26; 5, Jim Davidson (Triumph Cub) 35;

VMCC Members Route B:

1, Mike Kerruish (Fantic 200) Two; 2, Simon Skillicorn (Honda TLR) Four; 3, Martin Harrison (Suzuki Beamish) 20; 4, Billy Booth (Montessa 309) 27; 5, David Haynes (Ariel HT3) 32; 6, Ian James (Honda 200) 34; 7, Philip Crellin (Suzuki 250) 68; 8, Peter Faragher (Gas Gas 300) 71;

Invitation Route A:

Joint 1st, Summer Peters (Beta 125) Zero and Aleya Taggart (Gas Gas) Zero; 3, Bobby Moyer (Honda TLR) One; 4, Aaron Smith (Gas Gas 300) Two; 5, Paul Smith (Beta EVO) Six; 6, Mark Barker (Beta 300) Nine; 7, Mark Moyer (Vertigo) 14; 8, Scott Stgnant (Beta) 22; 9, Scott Dawson (Beta EVO) 27, more cleans; 10, Peter Clague (Monty) 27; 11, Robert Clague (Monty) 29;

Invitation Route B:

1, Mike Stevens (Montessa 4RT) Two, furthest cleans; 2, Alan Heath (Montessa 300) Two; 3, Chris Palmer (TRS 125) Five; 4, Andrew Kissack (Suzuki Beamish) Seven; 5, Michael Kelly (Montessa) 20; 6, Jamie Comaish (Gas Gas 250) 21; 7, Richard Smith (Beta) 29; 8, Eric Comaish (Montessa 315R) 48;

Youth Route A:

1, Liam Barker (Beta 125) One; 2, Harrison Doyle (Beta 90) Five;

Youth Route B:

1, Clodagh Higgins () Four; 2, Lily Butterworth (TRS 125) 18; 3, Isla Kennington (TRS80) 26; 4, Danny Cain (Bets 80) 50;

Tony Stevens (Gas Gas) 111 (Inv A or Inv B?)

VMCC IOM Section Trial

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Joe Doyle - It was good to see so many youngsters out enjoying riding.

Thanks guys as always gutted for Harrison as I gave him the 5 and he still hasn't spoken to me

Veronica OHagan - Well done **Summer Peters** xx

Vintage Motor Cycle Club - Isle of Man Section.

VMCC Motorcycle Trials Section

Report on the Geoff Cannell Memorial VMCC Trial at Bimms Field held on 18 May 2024

Saturday 18th May saw our stand-alone annual event, The Geoff Cannell Memorial Trial.

Geoff was perhaps best known for working alongside Peter Kneale, commentating on the TT and MGP races. Geoff eventually took on the role in the control tower and became the Voice of the TT. In his life away from the microphone he was an avid off-road motorcyclist, representing the Isle of Man in many Trials events. The club would like to thank Furnitureland of Ramsey for their continued support, Mark Bimson for hosting the event on his land and to all the people who come together and make the event a success.

The results are as follows: And as Geoff's friend Peter, used to say "Remember folks in sport be a sport".

VMCC Members Route A: 1, Mark Kemp (Fantic 200) 12; 2, Neil Kerruish (Yamaha TY175) 23; 3, John Kneale (Fantic 200) 33; 4, Barry Teare (Yamaha TY175) 48.

VMCC Members Route B: 1, Simon Skillicorn (Honda TLR) Seven; 2, Mike Kerruish (Fantic 200) 11; 3, Jon Duncan (Yam TY 250) 15; 4, Geoff Griffiths (Fantic 240) 24 (most cleans); 5, Billy Booth (Montessa 309) 24; 6, Ian James (Honda 200) 24 (least cleans); 7, Peter Faragher (Gas Gas 300) 39.

Invitation Route A: 1, Aaron Smith (Gas Gas 300) Five; 2, Paul Smith (Beta EVO) 38 (more cleans); 3, Alex Bottomley (Montessa 4RT) 38 (less cleans).

Invitation Route B: 1, Keith Thompson (Scorpa 250) Six; 2, Chris Palmer (TRS 125) Seven; 3, Richard Smith (Beta Techno) 34; 4, Martin Harrison (Beasmish) 42.

END



VMCC Motorcycle Trials Section
Report on the VMCC Trial at Billown Glen
held on 18 August 2024
VMCC IOM Section Trial

The VMCC Furnitureland of Ramsey Trials Championship got under way after the summer break. A great entry of thirty three riders met up at Billown Glen, with some warm and dry summer weather to help them ease back into action. The club would like to thank the land owners for the use of their brilliant venue and as usual all the volunteers that turn out and give us their Sunday. The next trial is on the 15th September.

The results are as follows:

VMCC Members Route A:

1, Mark Kemp (Fantic 200) One; 2, Jim Davidson (Triumph Cub) Eight; 3, Geoff Griffiths (Tiger Cub) 19; 4, Steve Lace (BSA Bantam) 23; 5, Ashley Gardner (Triumph Cub) 25;

VMCC Members Route B:

1, Simon Skillicorn (Honda TLR) One; 2, Brian Kinrade (Fantic 240) Two; 3, Philip Crellin (Suzuki 250) Eight; 4, Jon Duncan (Yam TY 250) 10; 5, Billy Booth (Montessa 309) 11; 6, Ian James (Honda 200) 21; 7, Peter Faragher (Gas Gas 300) 27; 8, Nigel Hutchinson (Bultaco) 48;

Invitation Route A:

=1, Eric Herdman (Scorpa) Zero; =1, Tom Knight (Bultaco 250) Zero; =1, Aaron Smith (Gas Gas 300) Zero; =1, Aelyn Taggart (Yamah TY250) Zero; 5, Ian Lees (Yam Majesty 175) One; 6, Ryan Kneen (Yamaha TY) Four; 7, Mike Stevens (Montessa 4RT) Five; 8, Paul Smith (Triumph Cub) Seven; 9, Peter Clague (Monty) Seven; 10, Robert Clague (Monty) Nine; 11, Daniel Marshall-Smith (Triumph Cub) 11; 12, Mark Moyer (Honda TLR) 18;

Invitation Route B:

1, Oliver Herdman (Gas Gas 125) Two; 2, Andrew Kissack (Suzuki Beamish) Five; 3, Martin Harrison (Suzuki Beamish) 21; 4, Michael Kelly (Montessa) 37;

Youth Route A:

1, Harrison Doyle (Beta 80) Five;

Youth Route B:

1, Danny Cain (Bets 80) Zero; 2, Clodagh Higgins (Beta 80) One;

**VMCC Motorcycle Trials Section
Report on the VMCC Trial at Billown Glen
held on 18 August 2024**

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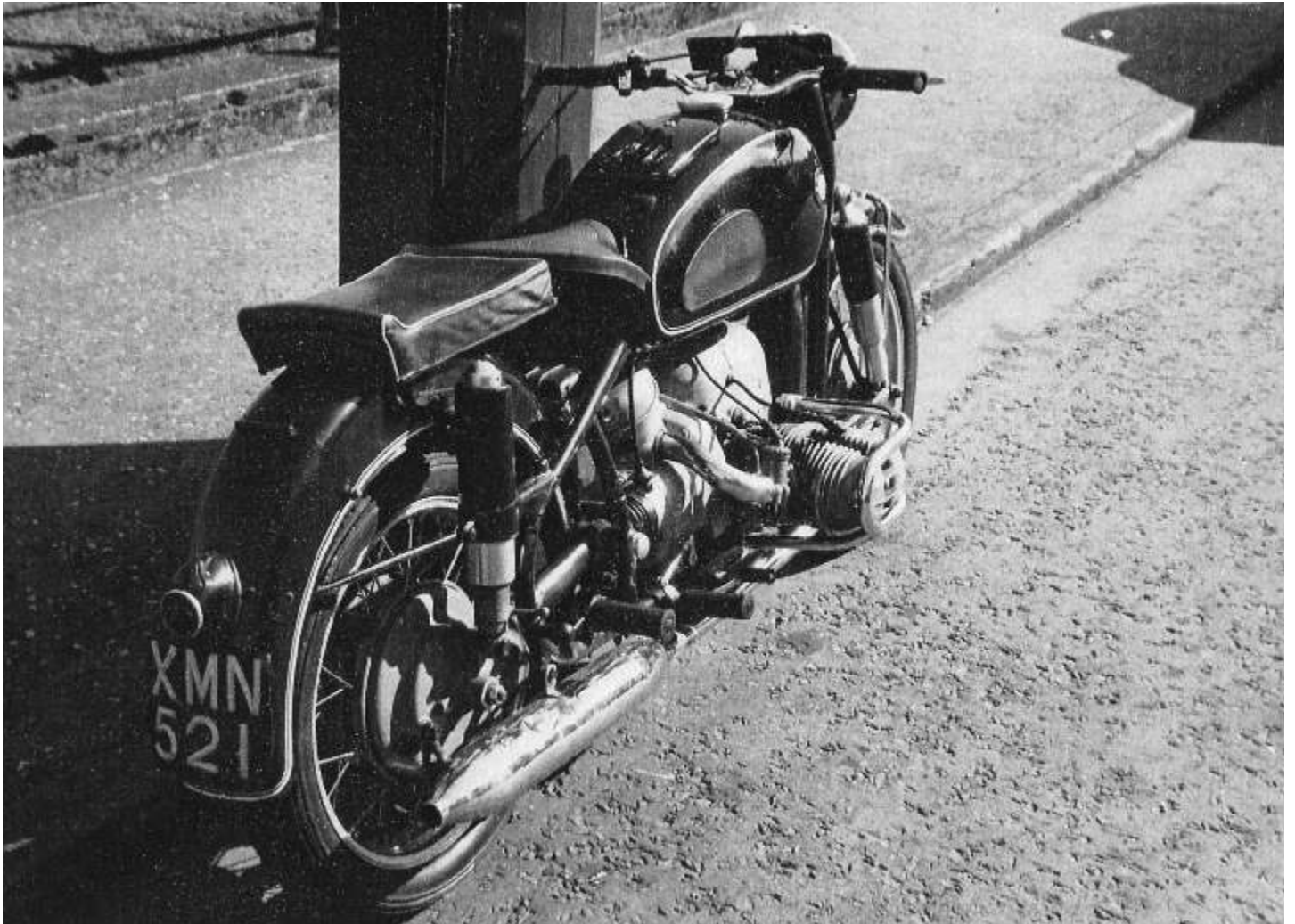
END



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Geoff Duke - BMW

Best known for riding Norton and Gilera to victories at the TT and to World Championships, in his last Senior TT race (not his last TT) Geoff Duke rode a 'works' BMW. That was back in June 1958 and was an occurrence which, in the absence of much in the way of facts, invites some speculation about links to the photograph below.



XMN 521 was registered as a new motorcycle on the Island on 1st May 1958, just a few weeks before the TT. It was described as of 590cc, frame and engine numbers were quoted as 550011 and it was registered in the name of Helena Ltd, Esplanade Lane, Douglas. Having received assistance in searching out historic company information (thanks Mike), it is confirmed that Helena Ltd was a trading name of Geoff Duke at the time, the latter never losing sight of his St. Helens origin.

A flat twin BMW had far different handling characteristics to other race bikes and it seems reasonable to assume that the machine in the photo was supplied by BMW prior to the TT, for Geoff to get in a bit of fast riding over the Mountain Course before the event. It also seems likely that although seemingly turned out as a roadster, it was a bit special in the area of performance, with a magazine of the era describing it as 'rather more than Rennsport', the latter being BMW's dohc race engine that was all-conquering in the field of sidecar racing at the time, albeit of 500cc.

Whether this road bike was of help to Geoff is doubtful, for in respect of the BMW factory race machinery at the 1958 TT he wrote in his autobiography: *'The main problem . . . lay in my inability to adapt myself to the unusual handling characteristics of a machine which had an in-line crankshaft and shaft drive'*. Such was Geoff's lack of connection with the BMW, that he was moved to express his new found admiration for the riding of Walter Zeller, the previous leading exponent on a BMW solo at the TT. Walter had taken fourth place in the 1956 Senior on the flat-twin.

The BMW was sold on, going to former racer Len Parry. It was Len who provided the photograph of XMN 521 many years ago and told how he was later badgered into selling it by an Irishman. That is believed to have occurred when Len had the BMW with him when visiting the 1960 TT. The Manx registration is shown as cancelled on 8th June 1960.

Enquiries to a couple of 'historic' BMW websites have yielded nothing more on this seemingly special BMW, but if the engine really was to Rennsport specification, it might well have quickly migrated to a race machine, for they were much coveted at the time.

One wonders how many (or how few) miles the bike covered over Manx roads? END

David Wright

END

Herbie Mills TM

Travelling Marshal Duty on a Black Shadow

It was in 1954 that local rider Herbie Mills (*Club Secretary Gary Corlett's grandfather - Ed*) was supplied with a Vincent Black Shadow to carry out Travelling Marshal duties at the TT.

Looking back 70 years one wonders, could there have been a better job for a motorcycle racer than the opportunity for a fortnight of almost unfettered riding of a Black Shadow over the closed roads of the TT course in company with other fast men?

The family have no recollections of grand dad's association with the Vincent, thus we need to resort to a little imagination as to what occurred back in 1954. Herbie probably took possession of the 998cc twin-cylinder bike shortly before official practice commenced. Ensuring a full tank of petrol (paid for by the organisers), he likely put in some fast miles over the open roads of the TT course to familiarise himself with the Stevenage-built machine. It was his first year as a Travelling Marshal, although he had contested the MGP in the 5 previous years, riding Velocette, Norton and AJS race bikes.



Manxman Herbie Mills ready to do duty as a travelling marshal at the 1954 TT. Another travelling marshals BSA awaits in the background.

*Herbie Mills and Black Shadow leaving the Paddock
on Travelling Marshal duty at the 1954 TT.*

The TT comprised a fortnight of practice and racing, with the duty roster requiring each Travelling Marshal to be in attendance at most sessions. With fellow members Peter Crebbin, Harry Craine, Angus Herbert and former world champion Bob Foster, the Travelling Marshal team was required to carry out a range of duties. For some of the time Herbie would have been stationed at a strategic point on the course like Douglas Road Corner, Sulby Bridge or Parliament Square, ready to respond to a call from Race Control. Any rider 'black-flagged' (a procedure used to stop a rider if he was believed to have a potential machine defect) would be shown a black flag on the approach to such a spot, and be required to pull off the course. It would then be the Travelling Marshal's responsibility to examine the bike and decide if it was fit to continue. While a straightforward task during the fairly relaxed atmosphere of a practice session, it would not be as easy during a race, for with many of the bike's components at high temperature, that of the 'pumped-up' rider would be even higher. Strong hurry-up language could flow in the Travelling Marshal's direction as he carried out a diligent and not to be rushed inspection, before making the important decision upon whether to let the rider continue the race.

Remaining 'on station' he would be ready to respond to a call to its course-side telephone – no mobile phones or two-way radios in 1954. This would usually result in a direction to join the Course and attend to any number of potential incidents. The ensuing bustle of putting on helmet and gloves would catch the attention of spectators

at those popular viewing points and it is to be hoped that Herbie had accustomed himself to the technique required for kick-starting the Vincent, as all eyes would be upon him. Such a call to action might involve moving spectators from a dangerous position, checking for an oil spillage, reporting to the Clerk of the Course regarding 'mist on the mountain', or attending a fallen rider. Going out to ride the Course in the company of top racers of the day like Geoff Duke, Ray Amm and Carlo Ubbiali, brought with it the responsibility not to get in their way. It was not the Travelling Marshal's job to play racers under those circumstances, although that is not to say that he would not enjoy the experience.

In 1954 the organisers were still using the Clype Course for the Lightweight (125 & 250cc), Sidecar and Clubman TTs, while the traditional Mountain Course was used for the Junior and Senior events. Located on the outskirts of Douglas and some 11 miles in length, the Clype comprised particularly narrow and twisty back roads that would have made the Black Shadow a handful at speed. Herbie's local knowledge of riding those roads no doubt came in useful.



It is believed that the Black Shadow SAR 523 was loaned by the Vincent factory in 1954. There is an indication from the Vincent Owners Club's Machine Registrar that it was built as a back-up machine for the factory's successful Montlhery world record-breaking event, which occurred a little earlier. That suggests Herbie would have had a well-sorted bike for his duties. But whatever its history, we can be sure that when returned to its owner after the 1954 TT, it would have had at least an extra 1,000 fast and enjoyable miles showing on it's 5 inch speedo/odometer.

David Wright

END

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Fact or Fiction?

An article sent in by a member from Ramsey, NOT Mystic Mag, but a near neighbour, obviously sharing that independence of view that chaps from up north do (Ed)

Ask any motorcycle historian the question :

“Who invented the the positive stop foot change for motorcycles” and the answer will universally come back as Velocette, or was it?

In the mid 1960’s my cousin started apprenticeship as a vehicle mechanic at a local garage owned by an elderly gentleman by the name of William Bunn.

Billy Bunn’s was well known in the local area which he had founded in the mid world war years.

He was not the sort of person a young apprentice could easily enter into a conversation with, other than work, but in an unguarded moment he revealed to my cousin that in his early years he had perfected a positive stop foot change for a motorcycle.

Having little resources at the time he did not patent his idea.

Being only approx 15 miles from Velocette in Birmingham, Billy took his idea to them for evaluation, Velocette looked at his idea carefully but pronounced the idea to be impractical and Billy left empty handed.

Within six months of the meeting Velocette introduced “their” positive stop gear change!

Fact or fiction? We will now never know, But read on.....

Ed - Velocettes get a bad press, I own a couple which have conspired to keep me off the street and out of the pub for half a century, but have many claims to fame. Well documented is the dual seat, the arcuate rear suspension, the ATD and of course the positive stop foot gear change when everyone else was struggling with their (right) hand change, necessitating taking the right hand off the handlebar. I shall just quote a brief note extracted from an eminent source (‘Always in the Picture’ by Bob Burgess) whereby it was actually World War 1 despatch riders who adjusted their often clumsy hand gear change linkages to be controllable by foot! (often a boon when rushing despatches over rough ground)

These were sequential of course. It was Veloce Ltd who went on to refine this and invent the positive stop foot change mechanism, protected by Patent #312,788 dated 6.6.1929 in the names of PJ Goodman and HJ Willis.

So there ...*Ed*

END

Vmcc Iom Section International Classic Manx Rally 2024

Open to all owners of VMCC eligible bikes

21st - 30th August 2024

Based, as in recent years, at Ramsey Court House in the centre of town with easy access to all amenities and the TT circuit.

END

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JD

To: Peter Henshaw <Peter@vmcc.net>;
John Dalton <jjaldalton@hotmail.com>
Subject: Hi IOM manx vmcc rally



{I feel it in my fingers and in my toe Wet Wet Wet }. well that about sums up the weather for 2024 MGP . but the weather did not stop the tough riders who had booked in for the Manx rally .93 people had signed on at the first starting point, Laxey this rally had been organised by the iom vmcc committee . Steve Leonard and his wife Irene in charge of the signing in and giving out your rally bike number ,my number was 77.

the ride out from Laxey was on to Ramsey Vire all the nice scenic back roads through Maughold stopping at ramsey court house with tea coffee and biscuits for all .

On Tuesday 22nd august good weather in the morning as the day before sign on 10am ramsey court house another nice ride out some of it on the T T course, re assembling at st johns facing Tynwald hill ,then a cavalcade en masse to peel lots of bikes on show race bikes from wobbly bobs all getting started music to our ears , well the chaps who still had a bit of earing left from years of open Meggers .The star at the peel day was David Molyneux signing autographs and starting his first T T winning TZ 750 outfit built by Trevor Ireson .[part 2 to follow]







Joe O'Hanlon

[John Dalton](#)

Joe O'Hanlon's friends said a goodbye at a service commemorating his life at St Johns Methodist church, 11 May 2024. Church and the hall were both full of his friends and family. Joe passed on to the choir in the sky on 19 April 2024 RIP.



Richard Birch with Joe at a IOM VMCC club Meeting. *Photo JD*

Bill Snelling

Fond memories of Joe. R.I.P.

Jonathan Clarke

I worked with Joe at the MEA as it was then. I approached him about getting a plaque mounted on the ex Hall Green bench outside the Raven public house to explain who Harold Willis was. He was not only enthusiastic but paid for the plaque to be made himself. He was also instrumental in organising the Italian Motorcycle meets at Port Erin. Thanks for everything you did Joe.

Gary Corlett - Admin

Many members will remember long standing club member Joe O'Hanlon, Joe passed away recently, there will be a Memorial service for Joe O'Hanlon on Saturday 11th May at 2pm at St Johns Methodist Church.

All welcome. As this is a memorial service there will be no ride out to escort Joe.

END



Norman's back yard - another day in Paradise

The autobiography of Ted Macauley – award-winning newspaper reporter, columnist and sports journalist. This is the account of a lifelong career filled with the excitement of the sports that he covered, tales of enviable assignments and featuring a host of celebrity friends, movie stars and sporting superstars including Mike Hailwood, George Best, Barry Sheene and many more.

Ted first met 21-year-old Mike Hailwood at the Isle of Man TT in 1961, when Mike rode in all four solo classes and became the first rider to win three TT races in a week. They became lifelong friends with Ted later becoming his manager arranging Mike's amazing comeback in 1978 when, against all odds, he won the F1 TT after an 11-year layoff.

Barry Sheene, when interviewed, describes his early and very rapid success path but admitted that his only TT race frighten the life out of him and after coming off at the slow Quarter Bridge turn, damaging only his ego, he retired, vowing never to ride there again. We read of his wild playboy lifestyle when he started grand prix racing, smoking 60 cigarettes a day, drinking and drug taking that eventually, sadly but predictably, took its toll. On his death aged 52, he was reckoned to be worth \$22m.

We read of Ted becoming race manager to Rob McElnea and TT winner Roger Burnett and also great friends with Murray Walker and controversial F1 Grand prix organiser Bernie Ecclestone and Manchester United legends Bobby Charlton and Sir Matt Busby.

Now retired, Macauley's career ranged from covering the Moors Murders as a journalist for the "Daily Mirror," to interviewing film stars from Jayne Mansfield to Lee Marvin, Ringo Starr to Michael Caine, but his interest has always been in motorcycle racing and motorsport and he became the Auto Cycle Union's "Journalist of the Year" in 1980 and Chief Sports feature writer for the "Daily Mirror" and has written three books about Mike Hailwood's life and career.

A fascinating read with many original photographs from the author's private collection.

“Raring to Go!”

Star-studded stories from high-flying reporter and sports journalist Ted Macauley.

Author: Ted Macauley - Published by Veloce Publishing Ltd., 2 Poundbury Business Centre,

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£16.99 (UK); \$22 USD; £30 CAD; \$33 AUD

END

Floggers Corner

Clear out your unwanted items and raise a few bob – send Steve an email leonards813@gmail.com or text to 494544

For sale : BMW R100RT motorcycle

First registered : 1/8/89 IOM registered : 14/7/15 16,000 miles

Wilcock Consulting racing colours Taxed to June 2024 **£2,250**

Contact : Graham Wilcock graham@wilcock.co.uk

For sale : BMW R100RS and Watsonian Palma side car

First registered 1/3/79 IOM registered : 23/8/10 37,600 miles

Previously owed by Steve Cox

Colour blue and black Taxed to July 2024 **£6000**

Contact Graham Wilcock graham@wilcock.co.uk

For sale : BMW F800GSa,

'all-black' model, supplied new by Jason 2016 4,900 miles only, spent 5 years garaged.

Recent recommission costing almost £1,000 with full Motorrad service, both keys, electronic tracker and updated alarm system. All electronic suspension mds. Full set (3) BMW OE alloy cases with liners. Immaculate and as new, only selling due to



overseas tour now cancelled and garage space urgently required for winter projects. Prefer to let it go to a real rider, offers around £6,000 Please ring me to discuss

Steve 494544 or steve.leonard@manx.net

For sale : Tank cover and matching expensive tank bag for Yamaha 700 XSR, as new £90 cost £400. XXX other bits from garage ZZZ

Paul Millichip

H&H Motorcycles Dean Harrison has said that VMCC members can get 10% discount off clothing & accessories.

Wanted : Cheap and rusty Honda stepthru for non-standard short journeys only, mainly riding to bus-stop!...*Steve*

END

OIL FAQ

WHAT MOTOR OIL IS BEST FOR MY PORSCHE OR HIGH PERFORMANCE ENGINE? – continued 2/5

Being of general interest I have included this brief extract verbatim from a huge working paper on lubricants from a US source – Ed

Any information you may receive related to this commentary is provided merely as friendly suggestions, not as expert opinion, testimony or advice.



The purpose of proper lubrication is to provide a physical barrier (oil film) that separates moving parts reducing wear and friction. Against popular belief, metal to metal contact does occur and these surfaces are highly dependent on a strong and robust anti-wear film. Oil also supplies cooling to critical engine components, such as bearings. The viscosity of the motor oil throughout the operating range of the engine is very important to the “hydro-dynamic bearing” layer of oil film that forms on and between moving engine parts. Where metal to metal contact occurs, boundary lubrication occurs when insufficient film to prevent surface contact and where the primary anti-wear additive ZDDP plays its role in protecting your engine. Detergent oils contain dispersants, friction modifiers, anti-foam, anti-corrosion, and anti-wear additives, all of which can affect the strength and durability of anti-wear films. Not sure what you need to know about oil? You don't need to be a tribologist. Just remember the 4 R's when choosing the best oil for your engine: the right oil in the right place at the right time and in the right amount.

Not all motor oils are created equally when it comes to the levels of additives and detergents used. These detergents carry away contaminants such as wear particulates and neutralize acids that are formed by combustion byproducts and the natural breakdown of oil, but can also inhibit the formation of ZDDP anti-wear films on critical engine components. In an SAE whitepaper on the development of the API SL standard, Shell's own lubrication engineers stated that *'the introduction of ash-less and zinc free oils are on the horizon making choosing an oil that much more difficult for older engines.'* The focus of this study is on the levels of zinc and phosphorus found in motor oils, more exactly, the zinc (Zn) and phosphorus (P) that makes up the anti-wear additive ZDDP, zinc dialkyl dithiophosphate. Oils for modern engines have different formulation constraints than those for older engines and just because oils are "modern" or synthetic does not mean they will provide adequate protection for your engine. Shopping for oil by brand, previous reputation, or by manufacturer approvals alone does not guarantee the best oil for your classic car or performance engine.

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END

WHO WANTS TO BE A MILLIONAIRE? CONTESTANT STUMBLER ON THIS £1M MOTOR SPORT QUESTION

Would you have got it right?

Published 14 May 2020 [By Kieran Ahuja](#) *Sourced from his website, all rights reserved*

IT WOULD have had race fans across Britain shouting at their TV screens ... or cursing themselves for not knowing the answer: a contestant on ITV's Who Wants to be a Millionaire decided to pass on the motor sport-themed million-pound question, despite later guessing it correctly.

Retired GP Andrew Townsley reached the final question, and was on the edge of becoming the show's first millionaire in 14 years, though decided to take the £500,000 he'd already won rather than risk it for double that amount, and potentially lose £436,000 by dropping back to his chosen "safety net" amount.

He was asked by host Jeremy Clarkson which of the following events was held first: the Le Mans 24 Hours, Monaco Grand Prix, Indy500 or **Isle of Man TT**.

When Townsley said he wasn't sure of the answer, Clarkson said: "Please tell me that one of your best friends is Stirling Moss." The show was aired on May 12 but filmed in December, before F1 and sports car legend [Moss passed away, in April](#).

The Glasgow resident phoned a friend before making his decision, though as they didn't have a clue as to the answer, Townsley decided to take the £500,000.

After he had made his final decision, and with nothing at stake, Townsley was asked by Clarkson, “But... If you had been feeling lucky, what would you have said?”

“I’d have said the TT,” said Townsley.

“If you’d have said the Isle of Man TT ... there’d be tinsel landing on your hair. That was the correct answer,” replied the Sunday Times Driving columnist, who then advised Townsley, some would say unhelpfully, not to “rue on that.”

The first Isle of Man TT was held on May 28, 1907 and featured races in two different classes of motorcycle — single-cylinder and two-cylinder. The Isle of Man — a self-governing British Crown dependency situated in the Irish Sea, between Great Britain and the Republic of Ireland — was chosen as the venue as motor racing on public roads was banned in England.

Surprisingly, the second oldest of the four events is the Indy500, which was held almost exactly four years later, on May 30, 1911. The race of 40 cars was disrupted by a multi-vehicle crash, which caused dispute about the race’s eventual winner. The fastest cars had inline (stet) 3-litre V8 engines, and the eventual winner, Ray Harroun, clocked an average speed of 74.59mph in his Marmon Wasp. That’s some way off 2019 winner’s average speed of 175.79mph but would have been pretty exciting back in 1911.

The first 24 hours of Le Mans came next, being held for the first time in 1923, also at the end of May. Twenty manufacturers took part, almost all of them French, bar a smattering of British and Belgian teams. The first two spots on the podium were taken by (team) Chenard and Walcker, a French auto manufacturer that went defunct in 1948. Only three of 33 cars were forced to retire from the race, the lowest in its history.

The Monaco Grand Prix, the crown jewel of the GP calendar, is the baby of the group, at a comparatively spritely 91 years old — although it won’t be able to celebrate its birthday this year after being cancelled due to the ongoing coronavirus pandemic. It was first held in April 1929, and was won by the Bugatti Type 35B, which had a supercharged 2.3-litre engine mustering 136bhp. Bugattis, in fact, took most of the top seven spots, split by a Mercedes SSK in third.

The question is perhaps more difficult than it first appears, and may have caught out many motor sport enthusiasts... as befits of a million-pound reward.

Jeremy Clarkson brought his trademark disdain of electric vehicles to the end of the quiz: “Are you able to get down the ramp?” he asked Townsley, who uses an electric wheelchair due to progressive multiple sclerosis. “Your battery has probably gone flat by now... that’s the trouble with electric vehicles.”

Townsley said he is counting on a coronavirus vaccine to allow him to enjoy his windfall, today’s *The Times* reported.

“I really have to wait until there is an effective vaccine before I can go out and about in Glasgow before I even dream of going further afield,” he told the paper. “Niagara is looking like 2022 at the earliest. It is meant to be absolutely stunning in the winter but minus 20C is not for me. I would just seize up.”

For now Dr Townsley, who worked at Newhills medical practice in Easterhouse before his condition forced him to retire, is focused on helping his sons Angus, 22, and Calum, 19, and supporting a small number of charities.

*FOOTNOTE – 1) The **first** two **winners** were André Lagache and René Léonard in 1923 (Source – Wiki) – Ed*

FOOTNOTE – 2) Have you driven down the Mulsanne Straight? It goes on and on. I did once by accident in the dark in the '70s, towing a caravan! - Ed

What is the definition of a “real biker”? I used to ride 20k miles a year on my commute to work in all weathers, except snow, but now being retired, will ride only in fair weather and be lucky to complete 1k miles a year. The fact I still ride a motorised 2 wheeler means in my opinion I am a real biker. Let the argument commence.

Source - Brian from Medway, pd sourced document, all comments used with thanks

Robin Trent

Arthur , now he was a
"proper biker"



Do we all recall – ‘On the buses?’

FLASHBACK TO 2001, I was fortunate enough to go....

Mike, I recall the Independence Pass well, I got across to Denver a few days early for the 2001 VOCNA rally, based at Joe Cocker’s ranch (the rock singer, from Sheffield!) at Crawford, Colorado.

I had hired a BMW Funduro and stayed in Aspen for a few days on the way and rode up the Pass to Leadville and round about before venturing out to Crawford, a simply superb ride of about 200 miles. Most beautiful area I have ever seen. A few adventures ensued (story for another time) thankfully all OK.

[Independence Pass](#)

At 12,095 feet, **Independence Pass** is one of the highest paved mountain passes in the United States. Independence Pass is the summit.

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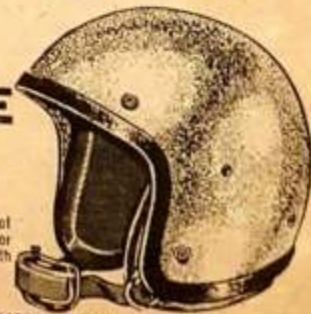
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7 1/4-7 3/4	17-7941	17-7945	17-7949	17-8917	17-8921
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VARIOUS

1951 Velo MAC rigid/spring forks.

Just a bit of spit and polish pre-Tour de Grand Lakes, leaving all the big bits alone, it's chain and guards today. Then a cables day. Oils and filter (conversion) done, looked at price of wheel building so quickly set about existing ones with pan scrub and Solvol Autosol. Tyres are old but good and hardly slide at all,

Completed the Tour without touching it. Ed



Les Wilson

I am sure most of you will have known that "Velo Fello", Ken Blackburn.

Ken passed away yesterday at about 8:30am. Not sure if he was 91 or 92 (Birthday around this time, maybe a few days ago.)

He was usually the organiser of the VMCC's Harold Rowell run, held annually, but until a couple of years ago on the Sunday immediately following TT week. It coincided with his 80th birthday as I recall when we all shared his VMCC- provided cake, and again 10 years later at the Hailwood Centre for his 90th.

Ken will be missed by many, many of whom will have known him decades longer than me at less than 20 years. *Les.*

PEEL DAY

John Holt - 61 bikes!

Thanks to everyone who participated in the ride-in to Peel.

Award winners were as follows, each receiving a rosette and souvenir medal:

Best Vintage 168 Chris Lewis 1925 AJS Big Port

Best 30's/40's 66 Robin Rose 1939 Ariel Red Hunter

Best 50's/60's 09 Mike Coxon 1963 BMW R69

Best 70's/80's 81 David Cashen 1974 Norton Commando

Best Two stroke 11 John Gentleman 1965 Greeves Essex twin

Best Race Bike Manny/Wobbly Bob Honda 4 RC172



Ed – Mention of the Crich Tramway Museum is made although we never made it on our Jolly Boys rally in 2022 due to a biblical downpour. When living across I visited several times

June 2024 News

JULY EVENTS

Our very popular Classic Motorcycle Day (run in conjunction with the Vincent HRD Owners Club) returns on Sunday 7th July. You can view over 300 classic motorcycles, built prior to 1999 and vote for your favourite to crown the 'Best in Show'. It's a great atmosphere, and there will be live music in the afternoon



Classic Motorcycle Day 2023 - photo Doug Leman.

TheVintagent.com (my favourite US website)

Often includes articles of a local interest - ever needed custom exhausts/engine plates?

Never used Unity Equipe of Rochdale? One of my local specialist dealers when I was a lad - Ed

There's an interesting article of them in the day on the Vintagent website.....

It's both art and science, and Ben Hardman of [Raysons Exhaust](#) in the U.K. has established himself as one of the best when it comes to forming bespoke motorcycle pipes and silencers.

Unity Equipe in the 1980s: Ben's grandfather was one of three owners. Note the Triumph T100 and Morini 3 1/2. [Ben Hardman]

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